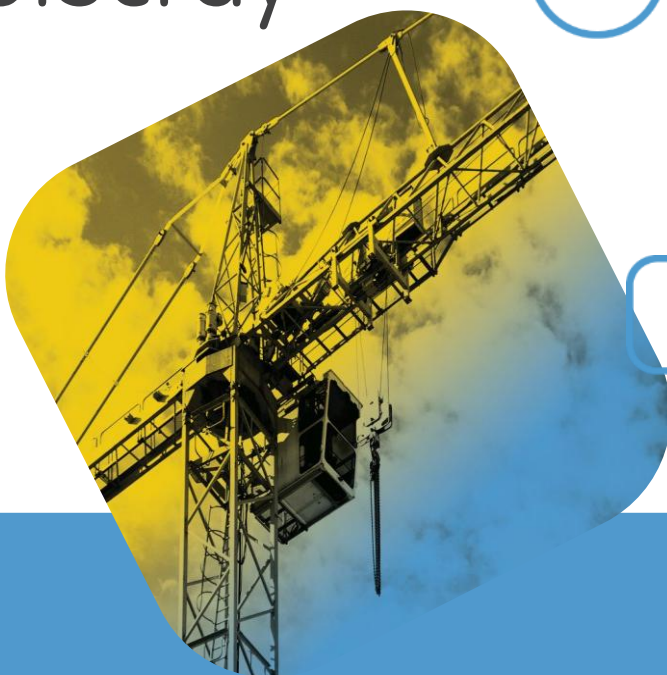


37°48'13.0"S
144°51'55.6"E

NEXTDC M3 Development, 25 & 39 Indwe Street, 1, 11 13 & 15 Paramount Road, West Footscray

**CITY OF MARIBYRNONG
ADVERTISED PLAN**



Construction Traffic Management Plan (CTMP) Report

8 May 2026
Prepared for Kapitol Group

IMP2602022REP02F03

Impact

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Client Kapitool Group

Report Title NEXTDC M3 Development, 25
& 39 Indwe Street, 1, 11 13 & 15
Paramount Road, West
Footscray

Report Reference IMP2602022REP02F03

Date of Issue 8 May 2026

Approved By Brendan Rodgers

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APPENDIX A Traffic Guidance Schemes

APPENDIX B Worksite Hazard Assessment

APPENDIX C Construction Worker Parking



1 IMPACT® Snap Shot

Site		
Location	25 & 39 Indwe Street, 1, 11-13 & 15 Paramount Road, West Footscray	City of Maribyrnong
Roads & Responsible Authorities	Paramount Road	Primary Arterial Road (DoT)
	Indwe Street	Collector Road (Local Council)
	Cala Street	Local Traffic Street (Local Council)
Proposed Development		
Stage 6 Construction of NextDC M3 Data Centre		
Stages of Construction		
Demolition/Earthworks	Demolition / Site preparation for the upcoming construction activities	
Construction	Construction of proposed structure - Crane lifting and concrete pumping activities	
Typical Management Strategy		
Construction Vehicles		
Demolition/Earthworks	19m Semi-Trailers	
Construction	19m Semi-Trailers	
Loading Bays		
Demolition/Earthworks	Works contained within the subject site	
Construction	Works contained within the subject site	
Loss of Parking		
Demolition/Earthworks	No loss of on-street parking	
Construction	No loss of on-street parking	
Project Schedule		
Commence:	March 2026	
Complete	August 2027	
Duration	18 months	

Conclusion

Construction Logistics have been reviewed and impacts to road network are deemed manageable.

2 Introduction

2.1 Appointment

Impact Traffic Engineering has been retained by Kapitol Group to provide traffic engineering advice for the Construction Worker parking during this project.

3 References

This report and Traffic Guidance Schemes have been developed in conjunction with the below standards.

- Australian Standard AS1742.3:2009 & 2019 Manual of Uniform Traffic Control Devices - Traffic Control for Works on Roads
- Road Management Act 2004, Code of Practice - Worksite Traffic Management (2023)
- VicRoads Traffic Engineering Manual Volume 1, 2 & 3.
- VicRoads Road Design Note RDN 06-04 - Accepted Safety Barrier Products
- Road Safety Road Rules 2017
- Road Safety (Traffic Management) Regulations 2019.
- Austroads Guides

It is expected that implementation of signage and all traffic control devices shall be undertaken in accordance with the above standards.

4 Site Details

4.1 Location

The M3 Data Centre development site is located at 25 & 39 Indwe Street, 1, 11-13 & 15 Paramount Road, West Footscray.

The site is irregular in shape and is currently under construction for Stages 2 to 4 of this development. Stage 1 on this site has been completed and is now in operation. Surrounding land use is predominantly residential.

Significant landmarks/infrastructure in proximity to the site are:

- Tottenham Station located to the north
- Hansen Road located to the east
- Western Ring Road located to the west
- West Gate Freeway located to the south; and

Figure 1 shows the location of the M3 Data Centre development site.

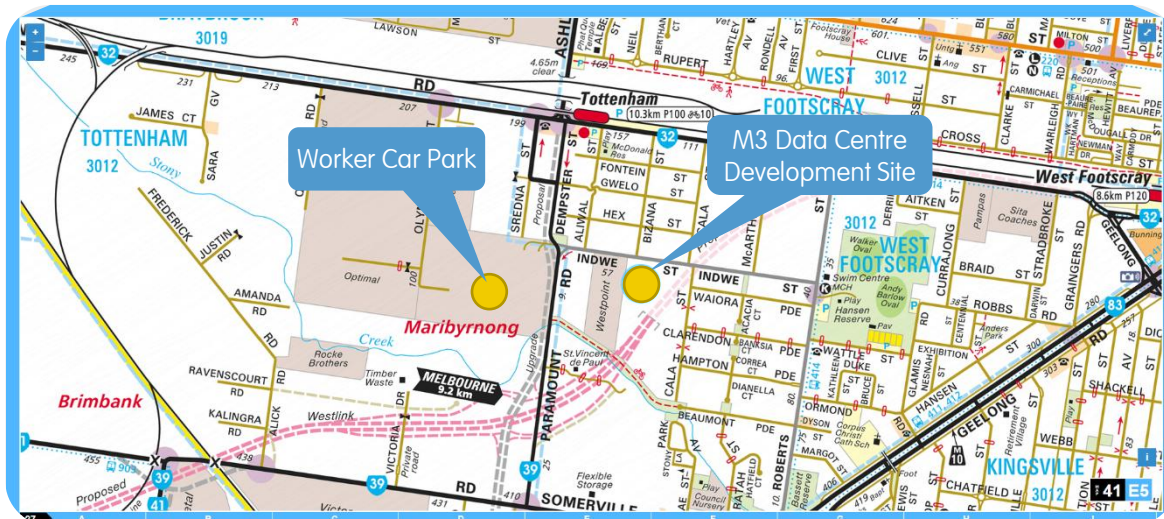


Figure 1 Site location

4.2 Road Network

The M3 Data Centre has street frontages to Indwe Street to the north, Paramount Road to the west and Cala Street to the east with details tabulated and views shown of these streets below in Table 1 & Figure 2, Table 2 & Figure 3 and Table 3 & Figure 4 respectively.

Table 1 Indwe Street existing features

Existing Features	
Traffic Lanes	Two traffic lanes in each direction with respective kerbside parking lanes
Road Type	Collector Road (Local Council)
Road Direction	Eastbound/Westbound
Speed Limit	50km/h
Traffic Volumes	N/A
Pedestrians / Cyclists	Northern and Southern footpaths



Figure 2 Indwe Street adjacent the site looking East

Table 2 Paramount Road existing features

Existing Features	
Traffic Lanes	Two-way road
Road Type	Primary Arterial Road (DoT)
Road Direction	Northbound/Southbound
Speed Limit	60km/h
Traffic Volumes	3,700vpd (approx.) 11% Trucks
Public Transport	N/A
Pedestrians / Cyclists	Eastern and Western footpaths



Figure 3 Paramount Street looking South.

Table 3 Cala Street existing features

Existing Features	
Traffic Lanes	One traffic lane in each direction with one eastern kerbside parking lane
Road Type	Local Traffic Street (Local Council)
Road Direction	Northbound/Southbound
Speed Limit	50km/h
Traffic Volumes	N/A
Public Transport	N/A
Pedestrians / Cyclists	Eastern and Western footpaths



Figure 4 Cala Street adjacent the site looking north

5 Proposed M3 Data Centre Development

Highlights of the project are as follows:

- The development consists of construction of a NEXTDC M3 data centre located in West Footscray.
- The M3 data centre will be built and certified to Uptime Tier IV standards and will charter the NEXTDC standard NABERS 5-star rating for energy efficiency.
- The new data centre will seamlessly connect to existing NEXTDC data centres in each city, to ensure all existing clients obtain all the new benefits.

The architects' impressions of the project are illustrated below.



Figure 5 Architect Impression the Data Centre - Courtesy Kapitool

6 Green Travel - Construction Workers

Based on the location of the subject site, Kapitol Group has identified the importance of encouraging the use of sustainable transport methods in order to reduce the impact of construction worker parking on the surrounding road network.

The subject site has a connection to the public transport network, with Tottenham Station in close vicinity and a bus route on Roberts Street. A summary of the of the Public Transport options is provided below in Table 4 and depicted in Figure 6.

Table 4 Public Transport Options

Service	Route	Description	Nearest Stop	Walking Distance
Train	Sunbury Line		Tottenham Station	750m (~500m to the workers' car park)
Bus	414	Laverton Station to Footscray via Geelong Road	Hansen Reserve/Roberts Street	~550m (~950m to the workers' car park)

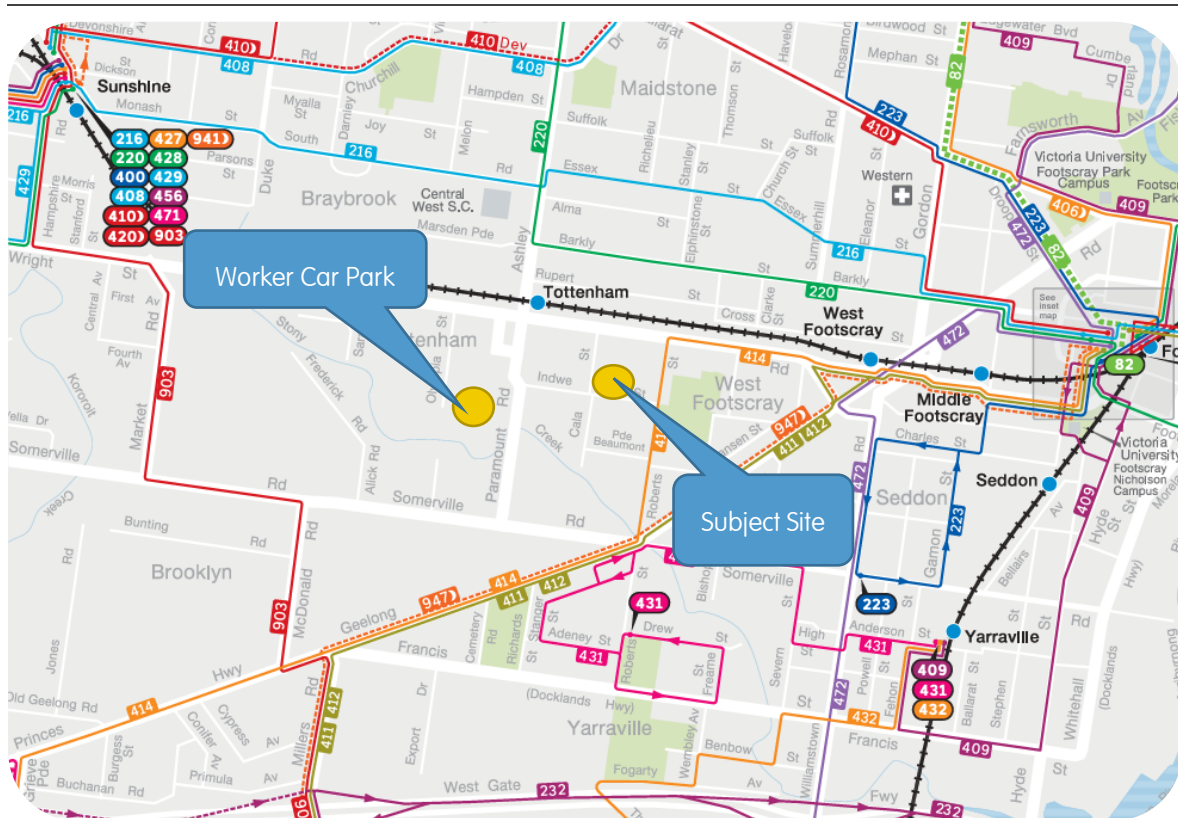


Figure 6 Public Transport Options

Workers will be encouraged to utilise public transport where possible as a more sustainable mode of transport. It is acknowledged, however, that some of the workforce will drive to the site; hence, an existing dedicated staff and contractor car park at 35-65 Paramount Road, Tottenham will continue to be utilised, supplemented by a new worker car park to the north-east of the existing car park as indicated in the figure below. These car parks will be sufficient to accommodate the peak expected workforce and will be utilised for all stages of construction, with zero reliance on on-street parking.



Figure 7 - Temporary Site Car Park

For further details, refer to Appendix C for the proposed car park layout, including the new worker car park (IMP2602022-SKT-02).

7 Traffic Management Objective

The construction activities associated with the project will generate construction vehicle movements within and around the site precinct. The construction vehicles will interface with public vehicle and pedestrian activity.

Throughout the project, the objective for traffic management will be to:

- Implement an effective traffic management plan that achieves the planned construction activities in a safe and efficient manner.
- Provide for the safety of all road users.
- Provide for the safety of construction personnel.
- Minimise impacts to the environment; and
- Minimise the disruption to public vehicular and pedestrian traffic.

8 Traffic Management Strategy

8.1 Construction Worker Parking

- All construction and staff parking will be accommodated within the existing dedicated site car park at 35-65 Paramount Road and 99 Olympia Street, Tottenham. In addition, an expanded worker car park will be established to the north-east of this existing site to supplement parking capacity for all stages of construction, with no reliance on on-street parking.
- The existing approved car park provides 616 car spaces. The area has been expanded to the south to provide an additional 107 spaces. Another car park area has been added to the north-east, providing an additional 333 car spaces. In total the construction car park will provide 1056 spaces.
- In order to facilitate a safe access path between the car park and the subject site, temporary portable traffic signals and associated line marking will be utilised on Paramount Road. After hours, the temporary signals will be deactivated, and 'Not in Use' signs will be installed to cover the signal lanterns.

For details refer to Portable Traffic Light Arrangement Traffic Guidance Scheme (IMP2504040-TGS-08) attached within Appendix A.

9 Third Party Consultation

Prior to the implementation of the proposed traffic management, all relevant authorities are required to review and approve the site-specific traffic management strategy. The list below summarises the known authorities from which approval will be required. Note that consultation with other authorities may be required.

- City of Maribyrnong
- Department of Transport (VicRoads)

Kapitol Group will liaise with the abovementioned authorities to notify them of the proposed works and seek their approval.

APPENDIX A

Traffic Guidance Schemes

Portable Traffic Light Arrangements

INSTALLATION NOTES

1. ALL DIMENSIONS ARE IN METRES - TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
2. BASE INFORMATION:
M3 STAGING OPTION 1 (CLEAN).DWG - DATE RECEIVED 2021-01-19
NEARMAP IMAGE - DATED 2025-04-17
3. LOCAL ROAD -
INDWE STREET, CALA STREET (SPEED ZONE 50KM/H), PARAMOUNT ROAD (60KM/H)
4. TRAFFIC MANAGEMENT PLAN SHOULD BE READ IN CONJUNCTION WITH AUSTRALIAN STANDARD AS1742.3-2009 AND ROAD MANAGEMENT ACT 2004, CODE OF PRACTICE TO ENSURE CORRECT INSTALLATION OF TRAFFIC CONTROL DEVICES.
5. SIGNS AND LINE MARKING TO BE IN ACCORDANCE WITH AUSTRALIAN STANDARDS AS1742-1743, SERIES/ VICROADS TRAFFIC ENGINEERING MANUALS.
6. USE OF TRAFFIC CONTROL DEVICES TO CONTROL TRAFFIC AND PARKING TO BE IN ACCORDANCE WITH THE ROAD SAFETY (TRAFFIC MANAGEMENT) REGULATIONS 2019, AND ROAD SAFETY ROAD RULES 2017.
7. ADVANCED WARNING SIGNS TO BE FITTED WITH FLAGS AS SHOWN.
8. ALL SIGNS SHALL BE PERMANENTLY HIGH MOUNTED, WHERE APPROPRIATE.
9. SIGNS SHALL FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT FROM THE DRIVER TO THE SIGN.
10. TRAFFIC CONTROLLERS TO ACT (SUPERVISE CONSTRUCTION TRAFFIC, PEDESTRIAN AND CYCLIST MOVEMENTS AS REQUIRED) IN ACCORDANCE WITH ROAD MANAGEMENT ACT 2004, CODE OF PRACTICE - CLAUSE 84.
11. TRIM/REMOVE TREES TO SUIT WORK ZONES / TO PROVIDE REQUIRED SIGHT DISTANCE TO SIGNS (S.T.C.A.).

HOURS OF OPERATION

1. TYPICAL:
7:00AM-6:00PM MONDAY TO FRIDAY / 8:00AM-2:00PM SATURDAY
(OR SUBJECT TO AUTHORITY CONDITIONS)
2. REMOVE OR COVER UP PERMANENT SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC MANAGEMENT SIGNS DURING HOURS OF OPERATION.
3. REMOVE OR COVER UP TEMPORARY TRAFFIC MANAGEMENT SIGNS AND OTHER TRAFFIC CONTROL DEVICES NOT REQUIRED OUTSIDE HOURS OF OPERATION.

PEDESTRIAN GATE

SITE ACCESS GATE

SOLID HOARDING

PROPOSED TEMPORARY PORTABLE TRAFFIC LIGHTS

- 1X THREE ASPECT LANTERN
- PEDESTRIANS LANTERNS
- PEDESTRIAN PUSH BUTTON INSTALLED NEXT TO CROSSING
- LIGHTS TO BE SWITCH OFF AFTER HOURS WITH THE LANTERN TO BE COVERED AND LABELLED "NOT IN USE"

M3 DATA CENTRE DEVELOPMENT
25 & 39 INDWE STREET,
1, 11-13 & 15 PARAMOUNT ROAD
WEST FOOTSCRAY

STOP LINE AND PEDESTRIAN LINEMARKING TO BE PROVIDED

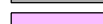
PROPOSED TEMPORARY PORTABLE TRAFFIC LIGHTS

- 1X THREE ASPECT LANTERN
- PEDESTRIANS LANTERNS
- PEDESTRIAN PUSH BUTTON INSTALLED NEXT TO CROSSING
- LIGHTS TO BE SWITCH OFF AFTER HOURS WITH THE LANTERN TO BE COVERED AND LABELLED "NOT IN USE"

EMERGENCY GATE

PARAMOUNT RD

LEGEND

- | | | | |
|---|-----------------------------|---|------------------------------|
|  | SUBJECT SITE |  | EXISTING INDICATIVE FEATURES |
|  | CROSSOVER |  | PEDESTRIAN ROUTE |
|  | SITE CAR PARK |  | ACCESS GATES |
|  | SOLID HOARDING |  | PEDESTRIAN GATE |
|  | ULTIMATE BUILDING FOOTPRINT | | |

KAPITOL
GROUP

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MELWAY ONLINE REF: MAP 41 E5

SCALE

1:500 @ A3

Client

KAPITOL GROUP

Project

NEXT DC M3 STAGE 2
27 INDWE STREET, WEST FOOTCRAY
CITY OF MARIBYRNONG

Status

PRELIMINARY

Date **2026-05-07**

Drawn / Approved **SG / BR**

Title

TRAFFIC GUIDANCE SCHEME
PORTABLE TRAFFIC LIGHT ARRANGEMENT
SITE LAYOUT

Drawing Number

IMP2504040 - TGS-08-01

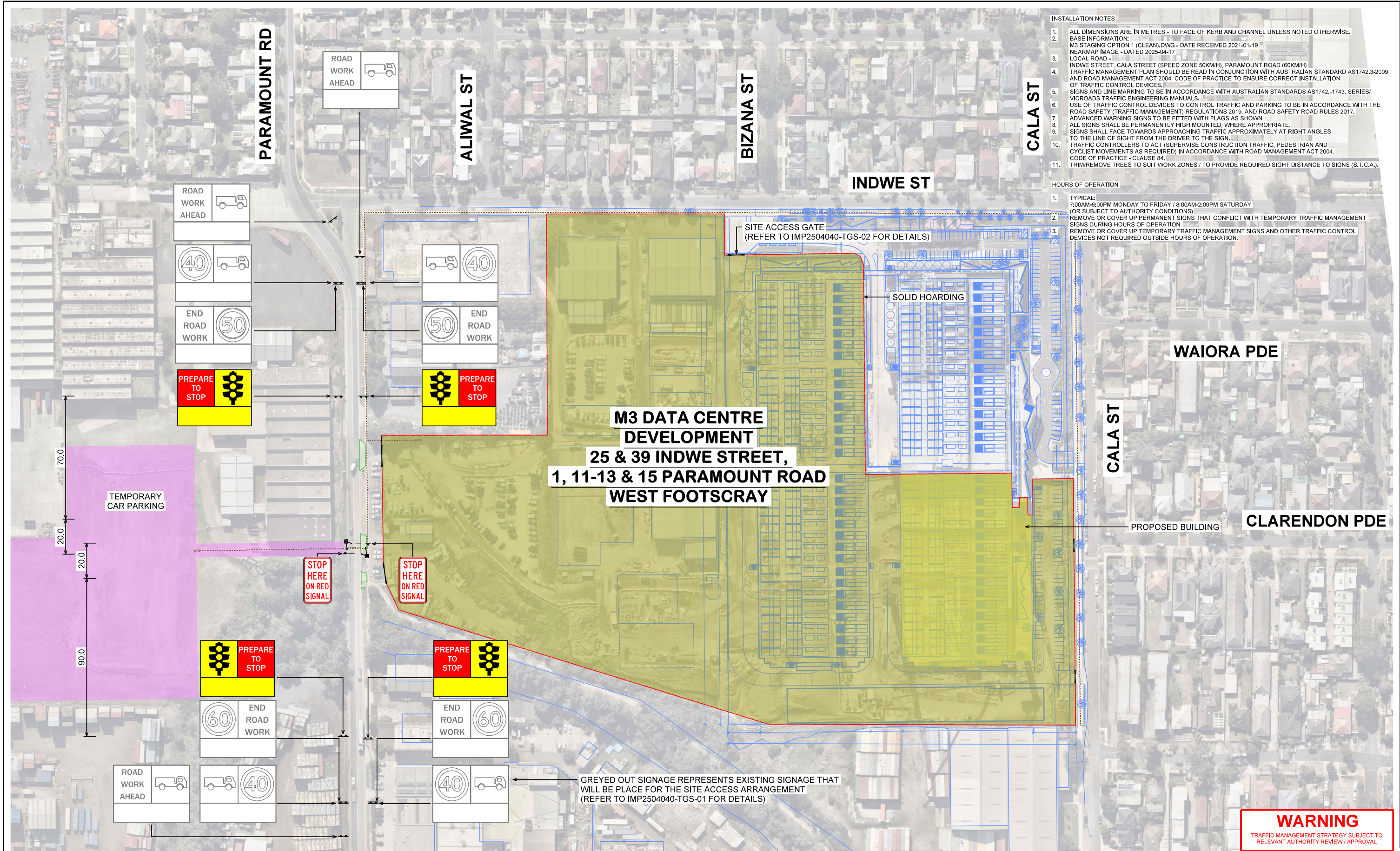
Revision

D

WARNING

TRAFFIC MANAGEMENT STRATEGY SUBJECT TO
RELEVANT AUTHORITY REVIEW / APPROVAL

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LEGEND	
	SUBJECT SITE
	CROSSOVER
	SITE CAR PARK
	SOLID HOARDING
	ULTIMATE BUILDING FOOTPRINT
	EXISTING INDICATIVE FEATURES
	PEDESTRIAN ROUTE
	ACCESS GATES
	PEDESTRIAN GATE

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MELWAY ONLINE REF: MAP 41 E5

SCALE
1:2000 @ A3

Client KAPITOL GROUP		Date 2026-05-07 Drawn / Approved SG / BR	
Project NEXT DC M3 STAGE 2 27 INDWE STREET, WEST FOOTCRAY CITY OF MARIBYRNONG		Title TRAFFIC GUIDANCE SCHEME PORTABLE TRAFFIC LIGHT ARRANGEMENT SIGNAGE	
Status PRELIMINARY	Drawing Number IMP2504040 - TGS-08-02	Revision D	

APPENDIX B

Worksite Hazard Assessment

Portable Traffic Light Arrangements

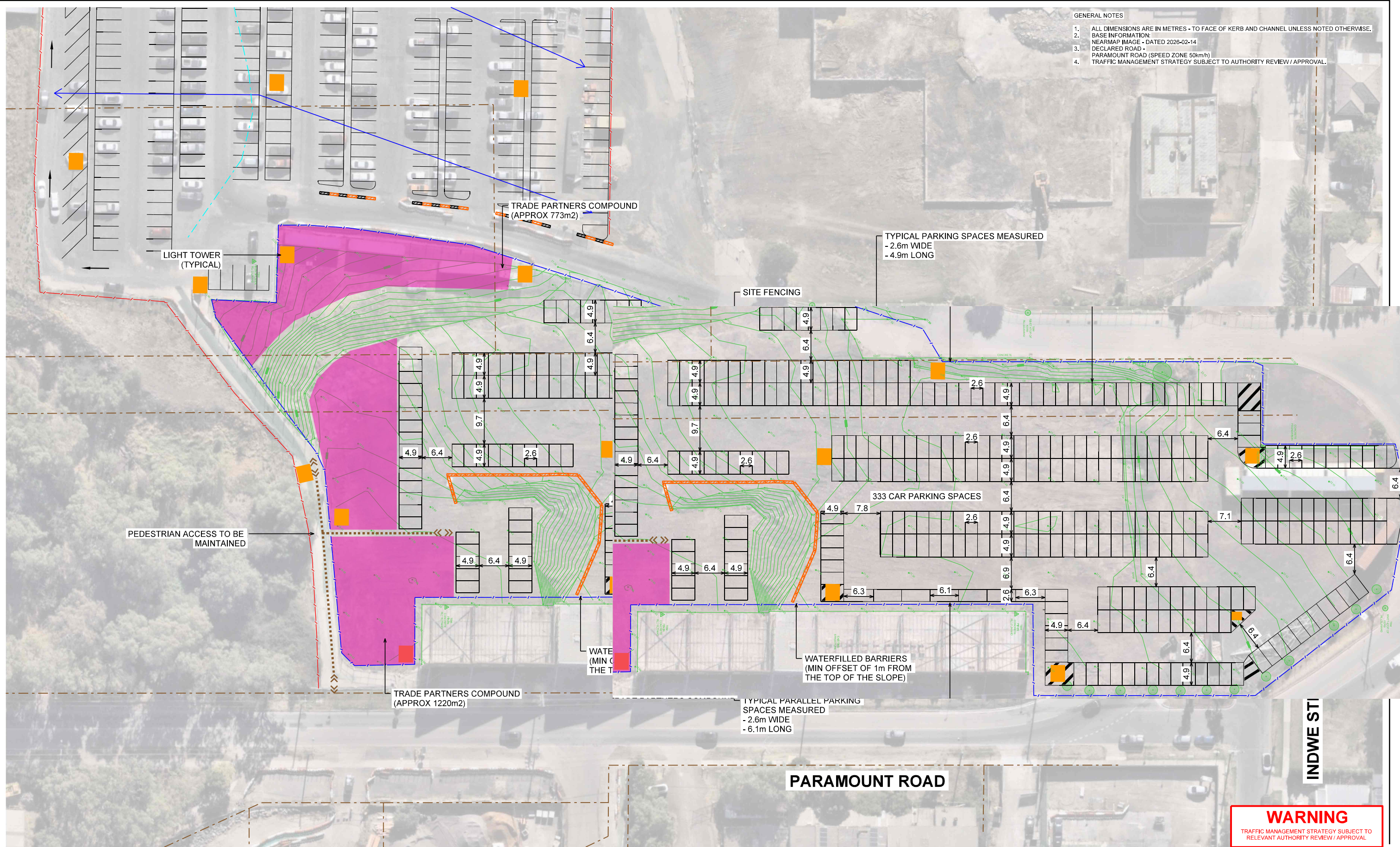
Work Location:	Paramount Road, West Footscray	
Stage/s:	Portable Traffic Light Arrangements	
Step 1	Worksite Hazard Rating	
	Road type	Local Traffic Road
	Clearance between workers and traffic	<1.2m
	Traffic speed (existing)	60km/h
	Worksite hazard rating	High
Step 2	Required Level of Planning	
	Plans required	Site Specific Traffic Guidance Schemes (TGS)
Step 3 and Step 4	Hazards at Worksite and Hazard Control Measures	
Safety Hazard / Risk Factors		Present at Worksite
Clearance to traffic (between the nearest edge of lane carrying traffic and the work area)		<1.2m
High speed traffic through worksite (>60km/h)		No
Poor advance sight distance to worksite < 200 m		No
Poor observance of directions / instructions by motorists		No
Narrow pavement with no escape path (<2.9 m width)		No
Presence of workers at the worksite		Yes
Excavations adjacent to worksite		No
Presence of unprotected hazards within the clear zone		No
Rough or unsealed road surface		No
High volume of traffic through worksite (>10,000 vpd)		No
End-of-queue build-up of traffic / Poor sight distance to end-of-queue		No
High volume of heavy vehicles (>10% of total volume)		No
Works vehicles entering/leaving worksite		Yes
Cyclists/pedestrians through worksite		No
Other		No
Step 5	Hazard Control Measures not considered practicable for the site	
Hierarchy of Controls	Higher-Level Control Measures Not Adopted	Reason Control/s Not Practicable
Elimination / Substitution	Road Closure	Portable Traffic Lights to be used
Isolation / Engineering	Lane Closure	Portable Traffic Lights to be used
Administrative (Behavioural)	Traffic Controller	Portable Traffic Lights to be used
IMPACT® in consultation with the contractor supervising the works have considered the nature of the proposed works and identified hazards as per the requirements of the Road Management Act 2004. After considering the Hierarchy of Safety Controls, the recommended Hazard Control Measures are detailed on drawings IMP2504040-TGS-08		
Step 6	Traffic Management Plan Prepared and Implemented	
It is important that workers are made aware of the existence and contents of the TMP/s that apply to their worksite.		
Step 7	Traffic Management Plan - Post Installation Review	
Implementation Review - After the traffic management plan has been implemented, a review should be undertaken to ensure that it is operating as expected. This review should take place before work commences on site (refer also clause 14 of this Code). Further Reviews - As the works progress and the requirements of the traffic guidance scheme/s change, further reviews should be undertaken, within two days of any change being made, ensuring that the plan/s is operating as expected.		
Step 8	Carry out the work	
A copy of the traffic management plan, a hazard assessment and measures to control identified hazards must be kept at the worksite at all times when workers are present. In addition, all necessary written authorisations as required for the erection of certain traffic control devices should also be kept at the worksite when workers are present.		
Note: For more details of the steps involved in the worksite hazard assessment, refer to Part 2 of the Road Management Act 2004 - Code of Practice - Worksite Safety - Traffic Management.		

APPENDIX C

Construction Worker Parking

Car Park Layout

- GENERAL NOTES
1. ALL DIMENSIONS ARE IN METRES - TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
 2. BASE INFORMATION:
NEARMAP IMAGE - DATED 2026-02-14
 3. DECLARED ROAD - (SPEED ZONE 50km/h)
PARAMOUNT ROAD (SPEED ZONE 50km/h)
 4. TRAFFIC MANAGEMENT STRATEGY SUBJECT TO AUTHORITY REVIEW / APPROVAL.



- LEGEND
- | | | |
|----------------------------------|--|-------------------------------------|
| TRADE PARTNERS COMPOUNDS | LSIO - LAND SUBJECT TO INUNDATION | CARPARK SURFACE FALL |
| LIGHT TOWER | FEATURE SURVEY (CONTOURS) / EXISTING CAR PARKING | PROPOSED LINEMARKING |
| HO152 - HERITAGE OVERLAY (152) | WATER FILLED BARRIERS | INDICATIVE CARPARK HIGH POINT RIDGE |
| PAO - PUBLIC ACQUISITION OVERLAY | SITE FENCING | CADASTRAL BOUNDARY |

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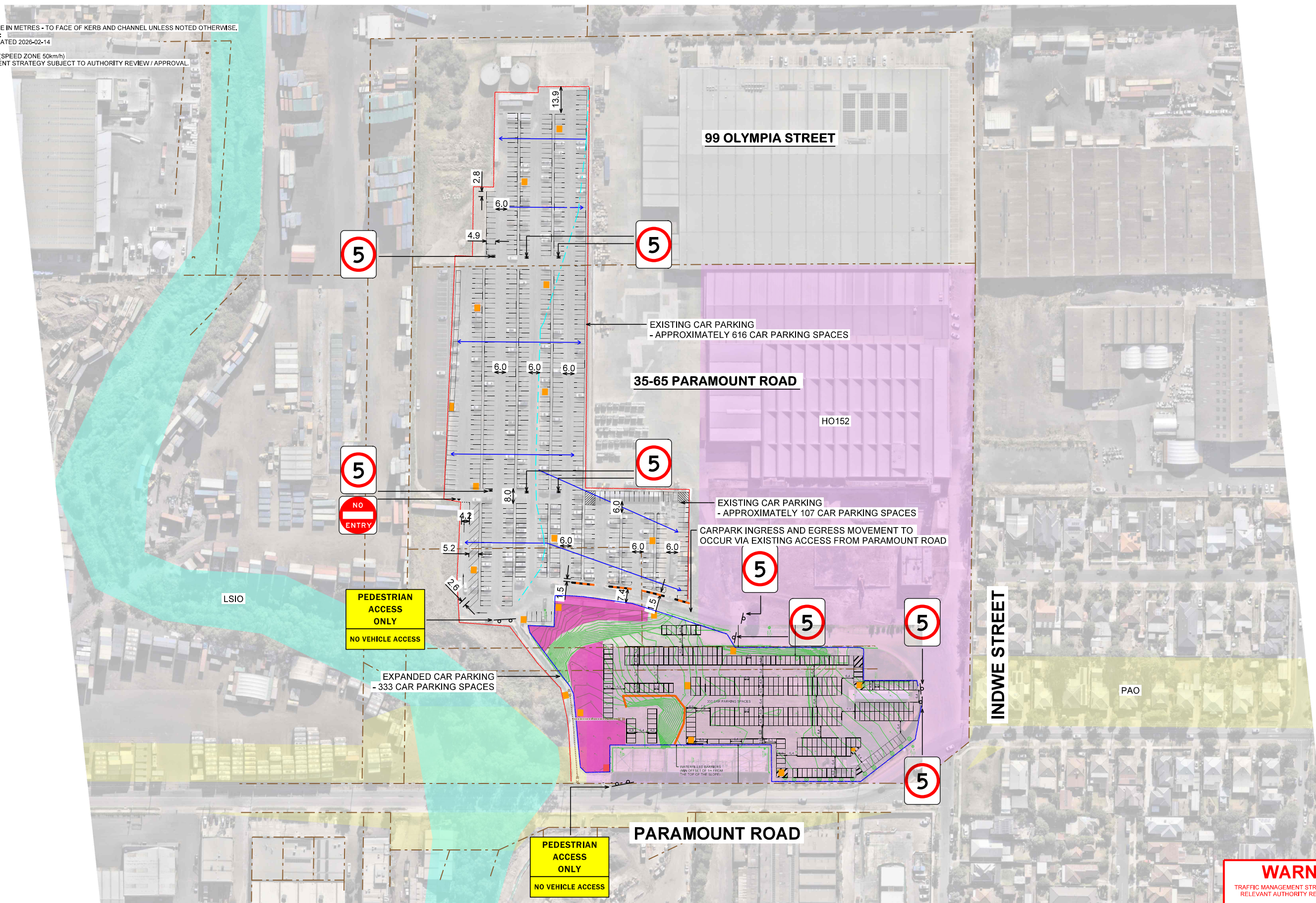
MELWAY ONLINE REF: MAP 41 E5

SCALE
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Client KAPITOL	Date 2026-05-08 Drawn / Approved SG / GM
Project NEXTDC M3 STAGE 6 35-65 PARAMOUNT ROAD, TOTTENHAM CITY OF MARIBYRNONG	Title CONCEPT LAYOUT PLAN TEMPORARY CAR PARKING LAYOUT
Status PRELIMINARY	Drawing Number IMP2602022 - SKT-02-01
Revision G	

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- GENERAL NOTES
1. ALL DIMENSIONS ARE IN METRES - TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
 2. BASE INFORMATION:
NEARMAP IMAGE - DATED 2026-02-14
 3. DECLARED ROAD -
PARAMOUNT ROAD (SPEED ZONE 50km/h)
 4. TRAFFIC MANAGEMENT STRATEGY SUBJECT TO AUTHORITY REVIEW / APPROVAL.



LEGEND

- | | | |
|----------------------------------|--|-------------------------------------|
| TRADE PARTNERS COMPOUNDS | LSIO - LAND SUBJECT TO INUNDATION | CARPARK SURFACE FALL |
| LIGHT TOWER | FEATURE SURVEY (CONTOURS) / EXISTING CAR PARKING | PROPOSED LINEMARKING |
| HO152 - HERITAGE OVERLAY (152) | WATER FILLED BARRIERS | INDICATIVE CARPARK HIGH POINT RIDGE |
| PAO - PUBLIC ACQUISITION OVERLAY | SITE FENCING | CADASTRAL BOUNDARY |

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MELWAY ONLINE REF:MAP 41 E5

SCALE
1:2000 @ A3

Client
KAPITOL

Project
**NEXTDC M3 STAGE 6
35-65 PARAMOUNT ROAD, TOTTENHAM
CITY OF MARIBYRNONG**

Status
PRELIMINARY

Date **2026-05-08**
Drawn / Approved **SG / GM**

Title
**CONCEPT LAYOUT PLAN
TEMPORARY CAR PARKING LAYOUT
SITE LAYOUT - SIGNAGE**

Drawing Number
IMP2602022 - SKT-02-02

Revision
G



Simplexity

